

Date: Tuesday, 2/28/2006 10:20:01 AM  
User: Linda Lacelle

## Process Sheet

<b>Customer</b> :	CC-DAR01 Dart Aerospace Ltd.	<b>Drawing Name</b> :	D206-642-541
<b>Job Number</b> :	26005		
<b>Estimate Number</b> :	10804		
<b>P.O. Number</b> :		<b>Part Number</b> :	Z_CUSTOM
<b>This Issue</b> :	2/28/2006	<b>Drawing Number</b> :	REWORK
<b>Prsht Rev.</b> :	NC	<b>Project Number</b> :	
<b>First Issue</b> :	/ /	<b>Drawing Revision</b> :	
<b>Previous Run</b> :	00015	<b>Material</b> :	
<b>Written By</b> :		<b>Due Date</b> :	3/7/2006
<b>Checked &amp; Approved By</b> :		<b>Qty:</b>	4
<b>Comment</b> :		<b>Um:</b>	Each

### Additional Product

Job Number:



<b>Seq. #:</b>	<b>Machine Or Operation:</b>	<b>Description :</b>
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1.0	LANDING GEAR 1	LANDING GEAR RESOURCE 1
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**Comment:** LANDING GEAR RESOURCE 1  
REWORK D206-642-541  
1 X B24801A  
1 X B24794A  
1 X B24799A  
1 X B24802A

REFERENCE ONLY

2.0	LANDING GEAR 1	LANDING GEAR RESOURCE 1
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**Comment:** LANDING GEAR RESOURCE 1  
REWORK AS FOLLOWS:  
FILL WEARPLATE HOLES OVER .270 WITH WELD AS PER QSI042  
GRIND FLUSH  
DRILL PILOT HOLES FOR WEARPLATES USING D3274-1T2  
OPEN HOLES TO .1875  
C'SINK WITH 3/16 C'SINK BIT (ENSURE NOT TO C'SINK TO DEEP)  
OPEN HOLES TO .257 AS PER DRWG D3274  
FINISH C'SINK WITH .257 C'SINK BIT (ENSURE NOT TO C'SINK PAST THE BOTTOM, ONLY CUT THE TOP) AND INSPECT C'SINK WITH A SAMPLE NAS1330C3KB116 INSERT TO ENSURE INSERTS WILL SIT FLUSH, AND HOLE IS NOT OVERSIZED  
DEBURR INSIDE OF HOLE AS NECESSARY (DO NOT ENLARGE HOLES)  
REMOVE ANY FOREIGN OBJECTS INSIDE OF TUBES

3.0	QC5	INSPECT WORK TO CURRENT STEP
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**Comment:** INSPECT WORK TO CURRENT STEP  
INSPECT LEVEL 5/9

W/O:		WORK ORDER CHANGES					
DATE	STEP	PROCEDURE CHANGE	By	Date	Qty	Approval Chief Eng / Prod Mgr	Approval QC Inspector

Part No: \_\_\_\_\_ PAR #: \_\_\_\_\_ Fault Category: \_\_\_\_\_ NCR: Yes No DQA: \_\_\_\_\_ Date: \_\_\_\_\_  
 QA: N/C Closed: \_\_\_\_\_ Date: \_\_\_\_\_

NCR:		WORK ORDER NON-CONFORMANCE (NCR)						
DATE	STEP	Description of NC Section A	Corrective Action Section B			Verification Section C	Approval Chief Eng	Approval QC Inspector
			Initial Chief Eng	Action Description Chief Eng	Sign & Date			

NOTE: Date & initial all entries

Date: Tuesday, 2/28/2006 10:20:01 AM  
User: Linda Lacelle

## Process Sheet

Customer: CC-DAR01 Dart Aerospace Ltd.

Drawing Name: D206-642-541

Job Number: 26005

Part Number: Z\_CUSTOM

Job Number:



Seq. #:

Machine Or Operation:

Description :

4.0

LANDING GEAR T

LANDING GEAR RESOURCE 1



Comment: LANDING GEAR RESOURCE 1  
RETURN TO ORIGINAL W/O TO NEXT STEPS

5.0

DC

DOCUMENT CONTROL



Comment: DOCUMENT CONTROL

Job Completion



REFERENCE ONLY

W/O:		WORK ORDER CHANGES					
DATE	STEP	PROCEDURE CHANGE	By	Date	Qty	Approval Chief Eng / Prod Mgr	Approval QC Inspector

Part No: \_\_\_\_\_ PAR #: \_\_\_\_\_ Fault Category: \_\_\_\_\_ NCR: Yes No DQA: \_\_\_\_\_ Date: \_\_\_\_\_

QA: N/C Closed: \_\_\_\_\_ Date: \_\_\_\_\_

NCR:		WORK ORDER NON-CONFORMANCE (NCR)						
DATE	STEP	Description of NC Section A	Corrective Action Section B			Verification Section C	Approval Chief Eng	Approval QC Inspector
			Initial Chief Eng	Action Description Chief Eng	Sign & Date			

NOTE: Date & initial all entries

**Linda Lacelle**

**From:** David Shepherd [davids@dartaero.com]  
**Sent:** Tuesday, February 14, 2006 3:48 PM  
**To:** Jason Murdoch  
**Cc:** Bill Beckett; Linda Lacelle  
**Subject:** Re: 206 floats

Jason,

In talking to Bill about this, I think that we should go ahead and plug any holes above 0.270 and then re-countersink the holes properly in order to salvage these tubes.

David

----- Original Message -----

**From:** Jason Murdoch  
**To:** [davids@dartaero.com](mailto:davids@dartaero.com)  
**Sent:** Tuesday, February 14, 2006 7:22 AM  
**Subject:** RE: 206 floats

REFERENCE ONLY

Have you had a chance to think about the floats yet?

[jmurdoch@dartaero.com](mailto:jmurdoch@dartaero.com)

**Q.C.Inspector**

**From:** Jason Murdoch [mailto:[jmurdoch@dartaero.com](mailto:jmurdoch@dartaero.com)]  
**Sent:** February 9, 2006 11:30 AM  
**To:** [davids@dartaero.com](mailto:davids@dartaero.com)  
**Cc:** Linda lacelle ([llacelle@dartaero.com](mailto:llacelle@dartaero.com)); BILL BECKETT ([bbeckett@dartaero.com](mailto:bbeckett@dartaero.com))  
**Subject:** 206 floats

3 out of 6 tubes are ok. The 3 that are not so good have hole dims. That vary anywhere from .275-.293 ovals on average. The smallest of the oversized holes is .273 and the largest is .303. the thing is on the 3 tubes, it's like 97% of the holes are like this and even in the bent sections. I sent the other 3 to finishing but not to be painted until I get a solution to this problem, to ensure that they'll be ok for assembly. The holes do not exceed .270( MAX ON ONLY A COUPLE OF HOLES OUT OF THE 3 TUBES ) I did some tests with some inserts on a scrap piece of 206 mat' with different hole sizes and by putting a bolt in the insert and wiggling it around a little ( not too hard to bend anything ) and then by trying to turn the insert in the hole by gripping it with some vise grips :

.287 / the inserts come loose and turns in the hole

.276 / insert is a little tighter on the wobble, and turns slightly from side to side with more force than the .287 for sure

.273 / fit is even tighter.

What are your suggestions ?

I think that holes under .270 should be alright, considering the holes should be .257 as per dwg ( which mind you is to be up dated )

[jmurdoch@dartaero.com](mailto:jmurdoch@dartaero.com)

**Q.C.Inspector**

